RideKC STREETCAR RideKC

Environmental Impact Assessment

Areas of No Anticipated Negative Impact

- **TRANSIT**
- **PEDESTRIANS / BICYCLES**
- **AIR QUALITY**
- **ENVIRONMENTAL JUSTICE**
  (Low Income/Minority Population)
- **ECONOMICS**
- **LAND PLANNING & ZONING**
- **ENERGY**
- **CULTURAL RESOURCES**
  (Historical & Archaeological)
- **FLOODPLAINS**
- **PUBLIC PARK LANDS**

Areas of Potential Minor Impact

TRAFFIC
The streetcar would affect traffic similar to a bus traveling in the drive lane, such as lane blockages during passenger boarding. Only vehicles in the streetcar lane would be blocked. Special transit-only signal phases may be added to facilitate safe streetcar movements (primarily lane-changes).

VISUAL AND AESTHETICS
New visual elements would be introduced to the Main Street corridor including streetcar vehicles and trackway, station platforms, the overhead contact system, and traction power substation.

PARKING / LOADING / ACCESS
Parking demand is likely to increase at/near the terminus location.

LAND ACQUISITION, DISPLACEMENTS, AND RELOCATIONS
Minor property acquisition and/or easements may be required to accommodate traction power substations.

HAZARDOUS MATERIALS
Traditional land use practices such as auto repair, gas stations, dry cleaners, printers and others have had the potential to affect soil and/or groundwater on or near the proposed streetcar alignment.

WATER QUALITY
Construction activities have the potential to impact water quality due to erosion of areas cleared and operation of heavy equipment. Erosion control measures would be implemented.

NOISE AND VIBRATION
There would be a moderate noise impact to one residential property, but no vibration impacts.

Areas of Potential Moderate Impact

CONSTRUCTION-RELATED EFFECTS
Construction activity would have temporary impacts to vehicular and pedestrian traffic while construction is underway. Construction would cause temporary noise and dust. Construction would affect adjacent businesses, residents and neighborhoods.

INDIRECT AND CUMULATIVE EFFECTS - POSITIVE AND NEGATIVE
This project would result in land development and/or redevelopment along the corridor sooner than the No Build Alternative. Increased land development and/or redevelopment could result in a decrease in affordable housing along the corridor.

Employment and business ownership could increase along the Main Street Extension corridor. Increased mobility in the study area would improve access to employment, educational, entertainment, and recreational opportunities.